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ENVIRONMENTAL PROTECTION AGENCY plans to extend the deadline by which small fixed-base operators and other firms with underground storage tanks must prove financial responsibility for cleaning up fuel leaks and spills. The deadline for tank owners in EPA's Category 4 (those with 12 or fewer tanks) had been Oct. 26, 1991, but EPA has agreed to an extension as a result of concerns raised by the National Air Transportation Association and the petroleum marketing industry. Duration of the extension had not been determined as of last week. While that's good news for small operators, FBOs in Category 3 (those with 13-99 USTs) will have to meet the April 26, 1991 deadline for demonstrating compliance with financial responsibility requirements.

BRAZILIAN AIRCRAFT MANUFACTURER Embraer was shut down last week by a strike by some 5,000 employees seeking higher wages. Workers were reportedly seeking a 216 percent wage increase, but company officials said that as a state-owned company, Embraer could not offer any increases because of a government-ordered wage freeze. Officials were hopeful the strike would be resolved and workers would be back on the job this week.

A NUMBER OF STATES have enacted or are considering changes in their aviation fuel taxes. Idaho and Oregon have each approved fuel tax increases ranging from one-half cent to two cents per gallon and Texas and Maryland are considering one- and two-cent tax increases, respectively. Iowa officials will divert the balance in the state's aviation trust fund to the general fund on July 1 and all aviation fees collected for the next two years also will go into the general fund. North Carolina is considering elimination of the $1,200 cap on its three percent sales and use tax that is applicable to aircraft sales. On a brighter note, Colorado is considering legislation to ensure that taxes collected from the aviation community are used for aviation purposes and Arizona is considering decreasing its fuel tax to 3.9 cents a gallon for both avgas and jet fuel.

FLIGHT SAFETY FOUNDATION is facing a serious budget crunch due to a sharp drop in contributions and dues payments by its members. The organization has been forced to reduce its staff by 25 percent *(see article on Page 167).*

CESSNA'S MEYER LAUNCHING NEW CAMPAIGN TO UPGRADE OLDER AIRCRAFT

Cessna Aircraft Chairman Russ Meyer, warning that the nation's light aircraft manufacturing industry could virtually disappear by the end of the decade unless the number of accidents is reduced, said Cessna is developing a program aimed at improving the safety of older piston-powered aircraft. Meyer, in nearly identical speeches to the Society of Automotive Engineers early this month in Wichita and last week at the 36th annual Flight Safety Foundation Corporate Aviation Safety Seminar in White Plains, N.Y., said the industry needs to achieve a substantial reduction in the general aviation accident rate if light aircraft are ever going to be produced again in significant numbers by U.S. manufacturers. Cessna has not built a piston-powered aircraft since 1986, he said, because of the rapidly increasing costs of product liability lawsuits, adding that other GA manufacturers also have sharply curtailed their production of small aircraft. "Product liability has practically destroyed the industry," Meyer said, adding, "It would be a terrible blow if we allow this deterioration to continue."

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FIRST QUARTER UNIT SHIPMENTS

		1st Quarter 91	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	11	11
TB-10	Tobago	11	11
TB-20	Trinidad	9	9
TB-21	Trinidad TC	0	0
TBM-700		0	0
Total		31	31
AMERICAN GENERAL AIRCRAFT CORP.			
• Single-Engine			
AG-5/B	Tiger	17	17
Total		17	17
(Quarterly Billings $1,428,000)			
AVIAT (formerly Christen Industries)			
• Single-Engine			
S-1T	Pitts	0	0
S-2B	Pitts	8	8
A-1	Husky	9	9
Total		17	17
(17 Domestic)			
(Quarterly Billings $1,396,915)			
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	22	22
BE-A36	Bonanza	24	24
BE-36TC	Bonanza	4	4
• Multi-Engine			
BE-58	Baron	7	7
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C90-1	King Air	8	8
BE-200	Super King Air	7	7
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	0
BE-300	Super King Air	1	1
BE-350	King Air	8	8
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	10	10
Starship 2000		1	1
Beechjet 400A		3	3
Total		95	95
(Quarterly Billings $119,090,697)			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	8	8
BAe 146-100		2	2
BAe 146-200		0	0
BAe 146-300		3	3
HS-125-800A		1	1
HS-125-800B		4	4
Total		18	18
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	0	0
BN-2T	Islander	1	1
Total		1	1
CANADAIR			
• Multi-Engine			
CL-601-3A		3	3
Total		3	3
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	14	14
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	6	6
CE-650	Citation III	3	3
CE-560	Citation V	13	13
Total		36	36
(Quarterly Billings $115,331,658)			
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.50	Falcon	2	2
AD-My.900	Falcon	4	4
Total		6	6
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-8	Series 100	8	8
DHC-8	Series 300	13	13
Total		21	21
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	•	•
EMB-711ST	Corison II	•	•
EMB-712	Tupi	•	•
EMB-720	Minuano	•	•
• Multi-Engine			
EMB-110	Bandeirante	•	•
EMB-120	Brasilia	•	•
EMB-121	Xingu	•	•
EMB-810D	Seneca II	•	•
EMB-820		•	•
EMB-821	Carajah	•	•
Total		•	•
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin IV-C		0	0
Metro III		1	1
Expediter		0	0
Total		1	1
(Quarterly Billings $3,871,225)			
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-IV	Gulfstream IV	7	7
Total		7	7
(Quarterly Billings $151,678,500)			
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	5	5
Total		5	5
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	3	3
Total		3	3
LEARJET CORP.			
• Multi-Engine			
LR-31		4	4
LR-35A		2	2

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		1st Quarter 91	Cal. Year
LR-36A		0	0
LR-55C		2	2
Total		8	8
(6 Export)			
(2 Domestic)			
(Quarterly Billings $39,047,528)			

MAULE AIR INC.

• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		0	0
MX-7-180	Lunar Rocket	2	2
M7-235	Super Rocket	3	3
MX-7-235		1	1
MX-7-420		1	1
MXT-7-180		6	6
Total		13	13
(6 Export)			
(7 Domestic)			
(Quarterly Billings $1,148,507)			

MOONEY AIRCRAFT CORP.

• Single-Engine			
M-20J	201 Lean Machine	17	17
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	1	1
M-20L	PFM	0	0
M-20J	AT	0	0
M-20M	TLS	11	11
Total		29	29
(14 Export)			
(15 Domestic)			

PIAGGIO AVANTI

	1st Quarter 91	Cal. Year
•Multi-Engine		
P-180	•	•
Total	•	•

PIPER AIRCRAFT CORP.

• Single-Engine			
PA-18-150	Super Cub	0	0
PA-28-161	Warrior	0	0
PA-28-161	Cadet	1	1
PA-28-281	Archer II	0	0
PA-28-236	Dakota	0	0
PA-28R-201	Arrow IV	0	0
PA-28RT-201	Turbo Arrow IV	0	0
PA-32-301	Saratoga	10	10
PA-32R-301	Saratoga SP	0	0
PA-46-350P	Mirage	1	1
• Multi-Engine			
PA-34-220T	Seneca III	9	9
PA-42-720	Cheyenne IIIA	1	1
PA-42-1000	Cheyenne 400	0	0
PA-44-180	Seminole	0	0
Total		22	22

SINGLE-ENGINE	186	186
MULTI-ENGINE	147	147
GRAND TOTAL	333	333

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1991	1990	1989	1991	990	1989
Aerospatiale	31	40	20	31	40	20
American General	17	•	•	17	•	•
Aviat	17	20	•	17	20	•
Beech	95	87	78	95	87	78
British Aerospace	18	26	20	18	26	20
Britten-Norman	1	4	1	1	4	1
Canadair	3	6	3	3	6	3
Cessna	36	39	32	36	39	32
Dassault	6	7	10	6	7	10
De Havilland	21	10	14	21	10	14
Embraer	•	26	35	•	26	35
Fairchild	1	2	4	1	2	4
Gulfstream	7	6	7	7	6	7
Israel	5	1	1	5	1	1
Lake	3	5	6	3	5	6
Learjet	8	6	2	8	6	2
Maule Air	13	5	9	13	5	9
Mooney	29	37	14	29	37	14
Piaggio Avanti	•	•	•	•	•	•
Piper	22	57	129	22	57	129
Total	333	384	385	333	384	385

• Figures not available

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